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Hongkong, 19th August, 1908.

is admittedly only applicable to places within the British Empire, China," says Mr. HIPPISLEY, "has, for political reasons, consistently protested, and must continue to protest as an infringement of her rights as an independent State; more especially as China appears to be the only sovereign nation to which this rate is applied. Such letters, therefore, continue to be taxed when handed to the Chinese Administration for delivery." Mr. HIPPISLEY goes on to remark that these alien post offices were originally established at Treaty ports for the convenience of the foreign merchants doing business there in the transmission of their correspondence with other countries; "but they have long ceased to exist for this object alone, and in many ways considerably increase the difficulties of the Chinese administration." What object is served by the British Postal agencies other than the convenience of the foreign merchants at the ports in which these agencies are established we do not know. When the Hongkong Government last year resolved to close its postal agency in Tientsin very strong protests were made by the foreign merchants in that Treaty port, who in order to maintain the existence of the agency got a fund together to guarantee the Hongkong Government against loss. By maintaining that agency the Colony was incurring a loss of about \$7,500 a year and the protests made in Tientsin against the decision to close the agency seems to afford substantial proof that these agencies have not yet outlived their period of usefulness.

An annoying incident is quoted which shows that this is not the only grievance which the Administration has against the alien post offices. "It has long been the practice for the Chinese emigrants to Siam to receive and forward correspondence with their families—not in single letters, but in packages of scores or perhaps hundreds of letters clubbed together. This practice worked, however, so seriously to the detriment of the postal revenue of both China and Siam—that the Administrations of the two countries found it necessary to take measures to correct it. Naturally strong opposition was aroused on the part of both the emigrants in Siam and of their families in China, appeals being made by both to their national authorities to prevent any increase in the postage. This opposition had just been successfully surmounted, and the new procedure put into operation, when the alien post offices intervened by offering to accept 'clubbed' packages to be a legitimate grievance and it would be interesting to know under what rule or regulation of the Foreign Post Offices this practice is sanctioned.

Another paragraph in the Report of considerable interest to Hongkong is the following:—  
"As a consequence of the procedure adopted since the Rome Convention has come into effect, the Hongkong Post Office has reduced its postage on letters from that British Colony to Shanghai from 4 cents per half-ounce to 4 cents per ounce. This change would seem to necessitate a corresponding reduction by this Administration in the postage on letters from China to Hongkong. If that be so, it is suggested that it would be public to go a step further and to formulate the change in a reduction of postage to 2 cents on every half-ounce. To confine the reduction to 1-ounce weights would tend to perpetuate the practice of clubbing letters together, seeing that it is calculated that on an average the weight of seven of the Chinese letters sent from Hongkong does not exceed an ounce. In the North these are much heavier, weighing on the average but little short of half an ounce. To make the reduction apply equally to the half ounce would effect an appreciable reduction in the postage on single letters, and would thus tend to remove the advantage secured by clubbing letters, especially if measures be simultaneously adopted to accelerate delivery."

Finally we have to note that as a matter of principle China has been resisting the practice of the foreign post offices of handing over to the Chinese Imperial Post Office for delivery letters originating in China which were posted at their offices franked with their stamps. As the Chinese domestic tariff is considerably lower than that of the foreign offices this practice was not likely to result in any serious diminution of Chinese postal receipts, "but it had to be resisted in principle, as an invasion of China's domestic sphere." Mr. HIPPISLEY says the French Government has already admitted the propriety of China's attitude in the matter; and he adds that negotiations are now being conducted with the Postmaster-General in Hongkong which, it is confidently anticipated, will result in a similar recognition of China's rights. We shall doubtless hear something more about all this when the Estimates come before the Legislative Council for consideration sometime next month. For the present year a reduction of about \$100,000 in the Post Office revenue was expected, and these additional handicaps we presume, will tend still further to diminish the revenue.

The first period of training for the Volunteer Artillery units commences on Monday, 31st August.

R.M.S. *Asura* is to be recommissioned by Captain F. E. C. Ryan for a further term of service on the China Station.

The Pakan Railway Co. Ltd. (Siam) propose to pay a dividend of 7 per cent. for the half year.

Lieut. E. D. C. Wolfe and Gunner B. E. Fielder are, according to the latest Volunteer Orders, granted leave of absence out of the Colony for one month.

In a Government Gazette Extraordinary, issued yesterday, His Excellency the Governor has proclaimed Amoy to be a port or place at which an infectious or contagious disease prevails.

The English mail steamer *Molt*, made a good passage from Singapore. She came into Hongkong yesterday about 7 o'clock in the morning, five hours ahead of the time of her expected arrival.

Mr. J. Dyer Ball, chief interpreter at the Supreme Court of Hongkong, attended an investiture at Buckingham Palace on the 21st ult., and received the Imperial Service Order.

Dr. Lander, the Bishop of Victoria (Hongkong), was present at the reception given at Buckingham Palace by the King and Queen to the Archbishops and Bishops attending the Lambeth Conference.

Some two million feet of Canadian timber has been ordered for the construction of railways in China. It is hoped that this may prove to be the beginning of a steadily growing demand for Canadian timber through the Pacific aspect.

The China Challenge Cup was shot for at Bisleigh on 23rd ult. It is a team shoot between ten representative marksmen from each country. There were twenty-four entries, and it was won by London, with a score of 454. Devon came second with 450, and Surrey was third with 449. For the City Captain Johnson, ex-Gold Medalist, scored 40 points out of the possible 50.

Sir Henry Blake's letter on the opium proposals for Hongkong, is described by the *Times of Ceylon* as a right and left hander, and the journal adds "Hongkong has a hard time in front of it, but we can imagine that the Colony will make some effort towards compensation after the ex-Governor's plain hint to 'agitate, agitate, agitate'."

The Singapore police have raided the premises of Messrs. Watson and Gaiman, commission agents, and arrested the acting manager Mr. H. Joseph, on a charge of assisting in the management of a common gaming house. Mr. Joseph was subsequently released on bail. The firm advertises that "intending visitors can obtain full particulars at their office, or at a Hanoi contemporary with reference to the investigations of the Criminal Commission regarding the recent plot to poison the troops. A 'sensational arrest' has been made, and it is stated that the Annamites are beginning to understand that nothing will stop the course of Justice, and the 'highest heads' will fall, if necessary."

The hearing of the three charges of larceny preferred by Messrs. Saunders and Melvin, of Quarry Bay, against a house boy formerly in their employ, was concluded before Mr. J. R. Wood at the Magistracy yesterday. On the charge of stealing European clothing and two opera glasses his Worship sentenced the defendant to six weeks' imprisonment, but discharged him on the other two counts. Mr. D. V. Stevenson (of Messrs. Dawson, Looker and Deacon) appeared for the defendant.

Before Commander Basil R. H. Taylor, R.N., Marine Magistrate, at the Marine Magistrate's Court yesterday, Chan Yun, coxswain of the licensed steam launch "Lai Fat" was charged with carrying 38 passengers in excess of the number allowed by his license. Defendant pleaded guilty, stating that he could not prevent the passengers boarding his launch. His Worship imposed a fine of \$150, the alternative being three months' imprisonment with hard labour.

The hearing of the case in which the Hon. Commander Basil R. H. Taylor, the Harbour Master, charged his house cooie with disobeying lawful orders, was concluded before Mr. J. H. Kemp at the Magistracy yesterday. Complainant's No. 1 boy was called, and stated that defendant had refused to remove a table and certain chairs, as ordered, when washing out a room. His Worship said the evidence was very vague, but there was one point in which negligence had been proved against the defendant. He would impose a fine of \$5.

It is alleged in Berlin that Great Britain, France, and Japan all brought pressure to bear on Peking to prevent the success of the arrangement proposed by Germany to Turkey whereby the protection of Turkish subjects in China was to be assumed by Germany. Great Britain, it is said, had two reasons for her action; first, to prevent an increase in the German influence in the Far East, and second, to prevent Germany becoming large before the Moslems of India as the supreme protector of Islam. Japan supported Great Britain because she resented the idea of Germany assuming the protectorate over any section of the Chinese population, whilst France was impelled by the desire to prevent Germany acquiring that which she had possessed for nearly two centuries.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DISASTROUS COLLIERY  
EXPLOSION.

LONDON, August 19th.

An explosion has occurred in a Wigan colliery. The deaths number 100.

## HOLLAND AND VENEZUELA.

LONDON, August 19th.

Holland has decided to blockade Venezuelan ports.

A CHINESE-AMERICAN  
ALLIANCE.

JAPANESE OPINION.

Tokyo, August 19th.

The "New York Herald" quotes the Editor of the "Wah-tze Yat Po," of Hongkong, who is now staying in Paris, as criticising Japan and supporting the idea of a Chinese-American Alliance which the "Herald" is strenuously advocating.

In Japan, however, the "Herald's" campaign is ridiculed, but it is generally regarded as unfortunate that this turn in affairs should be taken on the eve of the visit of the American Fleet to the Orient.

[REUTERS' SERVICE.]

## BRITISH NAVAL AFFAIRS.

LONDON, August 17th.

The *Daily Telegraph* understands that the Government has under consideration a proposal to raise a loan of a hundred millions sterling for the formation of a fund to be drawn upon as required for the necessities of the navy, thus obviating the disorganization of budgets.

An influential section of the Cabinet supports the proposal which is tantamount to a declaration of the intention to maintain a two power standard at all costs.

Certain financiers and underwriters have agreed to find the sum required on nominal terms.

LONDON, August 17th.

Disquieting news has been received from Mosul and Diarbekr, where a fanatical party refuses to recognize the new régime in Turkey.

The Valt of Diarbekr is siding with the reactionaries.

## THE STETTIN STRIKE.

LONDON, August 17th.

The shipbuilders on strike at Stettin have resumed work, and the lockout has been averted.

## AMERICA AND JAPAN.

LONDON, August 17th.

The *New York Herald* is ventilating the idea of an American alliance with China as a counter-balance to Japanese power; but the movement possesses little substance. The *Times* Washington correspondent says that the Government does not intend departing from the policy of avoiding entangling alliances; nevertheless it is undeniable that there exists in America a patent distrust of Japan, and much relief will be felt officially when the visit of the fleet comes to an end without incident or controversy.

## LATE TELEGRAMS.

[FROM CEYLON PAPERS.]

## THE JAMAICA EARTHQUAKE.

London, August 5th.

There are great rejoicings in Jamaica over a judgment of the Privy Council upholding the decision of the Jamaican Courts that certain fires at the time of the late earthquake were accidental, and not due to the earthquake, and that consequently insurances are payable. The speedy re-building of Kingston is believed to be now assured.

## BUTTER FAMINE IN AUSTRALIA.

London, August 5th.

An extraordinary butter famine has arisen in Australia. Prices have increased fifty-eight shillings in ten days, and butter is now quoted at 200 shillings per ton.

Mr. F. J. Bodeley, Captain Superintendent of Police, returned to Hongkong yesterday by the "Malta" after a twelve months' holiday.

The following telegram was received at the American Consulate from Manila last night: Cyclone or typhoon. East of Southern Luzon, direction unknown.

## MACAO.

[FROM OUR CORRESPONDENT.]

August 18th.

## THE FLOOD FUND BAZAAR.

As I predicted it would, the Bazaar promoted by local Chinese to raise funds for the relief of sufferers by the recent flood is proving a great success. On Sunday morning, the opening day, the Tay Siao ground was crowded with a brilliant throng of spectators. The sun shone brightly on an imposing scene, the pretty dresses of the ladies blending harmoniously with the bright military uniforms of army officers, while from numerous flagstaffs fluttered many flags in a gentle breeze. The Chairman of the Bazaar Committee, Mr. Chan, asked His Excellency the Acting Governor to open the Bazaar. His Excellency Senhor Diego de Sa and His Lordship the Bishop both addressed the gathering, and each pulled aside one of the curtains which blocked the view to the interior of the matchless in which the stalls were arranged. Along the entrance to the matchless, on either side, two rows of neatly dressed school boys were drawn up, and these saluted those who entered. Within, the first object of attraction was a band of some forty young ladies, dressed in pretty garments of various colours. Their mission was to sell flowers, and it proved a very successful one. Then the stall holders commanded visitors, their persuasive power being highly successful. It is estimated that \$8,000 was the amount cleared on the opening day, an amount with which the committee of the Bazaar have every reason to be satisfied.

## OUR NEW GOVERNOR.

To-day at 12.45 p.m. a volley from the Guia Fort announced the sighting of the "Rio Lima" with our new Governor, Senhor Alves Rodas, on board. This was the signal for action, and military and public poured into the Praya Grande from all directions. His Excellency, on landing, was received by the Acting Governor (Senhor Diego de Sa) His Lordship the Bishop, Dr. Vidal (the Chief Justice) and others. His Excellency was straightway conducted to the Leal Senado, where the investiture ceremony took place. Acting Governor Senhor Diego de Sa handed to His Excellency the "staff of power," and the President of the Leal Senado presented the key of the city, which the Governor returned, telling the President to keep it, as the key was in good hands. The new Governor then addressed the gathering and remarked that his first efforts would be to improve the harbor and the sanitary condition of the Colony. He had requested the Home Government to allow the Colony's revenue to be expended on improvements in the Colony, and Macao was the only Portuguese Colony which did not show a deficit in its revenue. His Excellency concluded his maiden speech by thanking the Government and the public for the grand reception tendered him, and said he would take the opportunity of publicly thanking the Governor of Hongkong for the kind way in which His Excellency had received him, and the good relations existing between the two Colonies—relations which, he hoped, would endure.

## VASCO DA GAMA'S MONUMENT.

The unveiling of the monument to be erected in the Avenida Vasco da Gama to perpetuate the memory of one of Portugal's early navigators, will soon take place, as the monument is almost completed.

## CHINA'S INDEBTEDNESS.

Mr. Hobhouse, replying in a printed statement to a question by Mr. Brigg, M.P., stated that the total of the Peking indemnity payable by China was fixed at Tls. 450,000,000, of which the British share was Tls. 50,000,545—about \$25,000,000. Under the terms of the Protocol the indemnity is to be paid by annuities extending over the period to 1943. These annuities are being paid punctually and fully, and no part of the sum is overdue.

## FRENCH CONSULAR CHANGES.

The French *Journal Officiel* announces that the French Vice-Consulate at Nagasaki has been suppressed, and that a Vice-Consulate has been established at Vladivostok. Among the appointments published are those of M. Nellement, Acting Consul at Alexandria, to the Vice-Consulate of Vladivostok; M. Aymé-Martin, from the Vice-Consulate at Kobe to the Consulate of Udon; Mr. Charpentier, Vice-Consul of the second class, to Kobe; M. Hauchecorne, Vice-Consul of second class at Chungking, to succeed M. Lefevre at Heilow, who resigns at his own request; M. Doire, Vice-Consul of the first class at Swatow, to Chungking; and M. Faer, interpreter of the first class at the French Consulate-General at Shanghai, to the Vice-Consulate of Swatow.

## GREAT PORTS OF THE WORLD.

Mr. Churchill, in reply to a question in the House of Commons by the Earl of Ronaldshay, supplied the following statement of the total net tonnage of vessels which entered and cleared at the six principal shipping ports of the world in 1906:—

Port	Net Tonnage
Hongkong	10,833,666
London	10,467,242
New York	20,590,863
Rotterdam	15,372,430

The above figures do not include vessels which have been entered or cleared from or to places abroad at some other port in the respective countries on the same voyage. If these duplicate entries or clearances could be included the figures for London would probably be increased to a greater extent than those for the other ports mentioned.

## CANTON.

[FROM OUR CORRESPONDENT.]

August 18th.

The Committee reported that on the 17th instant they collected \$3170.80, part of it being proceeds of sales by auction and the remainder from credit sales. His Excellency Chang Pei Shih, Minister of Agriculture and Mines, donated \$1,000, at the Auction yesterday. A SEQUEL TO THE BAZAAR SQUABBLE.

The following is a translation of a letter sent to the Canton Press:—

"We beg respectfully to inform you that a few days ago we read in your valuable paper the affair at the Cha Heung Sat a statement that we had offended certain young ladies who were stallholders at the Bazaar. You deliberately published an account of that matter and criticised our behaviour. We consider it however, a trifling matter and will not waste our breath in arguing the point with you."

"With regard to the aspect of affairs at the Bazaar it is quite unnecessary for anybody to criticise or interfere about the behaviour and conduct of the female class, as it was witnessed by tens of thousands of people. But as this was an occasion to raise funds for the distressed districts—your respectable Press and contemporaries took a leading and prominent part in proposing and recommending the holding of the Bazaar. Now the Bazaar is over. But your respectable Press and contemporaries did not during the Bazaar days nor up to the present time publish the names of the people who purchased goods on credit and the sums due and owing by them for articles so purchased. These are matters of great importance, and yet you do not publish them. I am afraid the Bazaar accounts will be found in a fearful muddle. The distressed people who read your valuable columns will only see the grand figures represented on paper, but they do not know whether the amounts have been actually paid up or not."

"The purchasers have gained a name for generosity at the Bazaar but when the time for payment arrives they will give a deaf ear."

"It is difficult to describe all the corruption; there must be plenty of it. Moreover the news which leaks out from the Bazaar and is talked about by the people every day in the streets as to what was going on in the Bazaar is not agreeable to the ear, but as they are matters irrelevant to the raising of the Flood Fund it would be better for us to leave them alone."

"How is it that none of your respectable Press heard anything about the pilfering, thieving, &c., that occurred in the different departments of the Bazaar?"

"Do you know that at present there are people who called at the Bazaar and tendered payment for things which they had purchased, but were unable to obtain? Perhaps important matters of the above description in your respectable Press do not deem fit and necessary to publish, while trifling matters which are entirely irrelevant to the Flood Fund you appear to take up in earnest. We have written this letter to acquaint you with some facts in connection with the Flood Fund Bazaar and, whether you choose to publish it or not, we would request you to immediately place our letter before the Merchants Guild for their consideration and by doing so you will greatly oblige your humble brothers."

POON PUI SHING,

YIM CHI CHONG.

## THE INTERPORT RIFLE MATCH.

Practices for this match will commence on Saturday 5th September at 2.30 p.m., on the King's Park Range, and continue every Saturday and Sunday until the match is fired, about 12th October. All rifle men are invited to attend these practices and it is hoped there will be a good attendance as every effort should be made to secure the Trophy for Hongkong.

## HOUSEBREAKING.

A native recently arrived from Macao was charged before Mr. J. H. Kemp at the Magistracy yesterday for breaking and entering house No. 154, Des Vaux Road West. Evidence showed that when defendant obtained admission he proceeded to rifle a number of boxes from which he removed a pair of trousers and a quantity of ornaments. The noise he made in forcing these boxes open, however, awakened the inmates, and as they saw him leaving the premises two of them gave chase. They were joined by Lukong 7th, who after a long run, succeeded in capturing the defendant. On the case being proved, Sergeant Lee asked for a heavy penalty and his Worship said it need the defendant to six months' imprisonment with hard labour.

## A DANGEROUS PRACTICE.

Superintendent Course, of the Electric Tramway Co., presented a cooie before Mr. J. R. Wood at the Magistracy yesterday for reckless driving of a truck, thereby doing damage to a tramcar to the extent of \$100. It was stated in evidence that the car was running from west to east, and the truck was proceeding in an opposite direction. When near a crossing beyond Ship Street the front of the car had passed the truck, and the truck was backing up. The defendant claimed the truck was backing up, and the car was thereby doing the damage complained of.

Mr. Course pointed out to his Worship that the defendant, who had hired the truck, had never driven one before, and stated that he did not think it right that a cooie cart owner should be allowed to hire trucks out to anyone who came along. It was obviously a public danger.

His Worship informed prosecutor that that was a matter he should put before the Government, and fined the defendant \$5, in default seven days' imprisonment.

## The Daily Press.

HONGKONG, August 20th, 1908.

YESTERDAY we summarised and commented upon some of the principal features of the Report of the Chinese Imperial Postal Administration for the 33rd year of KWANG Hsu, and to-day we desire to draw attention to the remarks the Postal Secretary has to make with regard to the relations of the Imperial Chinese Post Office with the Foreign Post Offices. These relations are inevitably not of the happiest description. The extension of the British Imperial Penny Postage scheme to the agencies in China of the Hongkong Post Office constitutes one large bone of contention. Though China is not yet a member of the Postal Union, recognition of the Union tariff of postage forms the basis of every postal agreement China has entered into with foreign countries, and she has strong objections to letters from the United Kingdom and British Colonies coming to China on the British intra-Empire rate of one penny or 10 centimes, instead of on the Union rate of 25 centimes. Against the extension to post offices established on Chinese soil of this non-Union rate, which



## SUPREME COURT.

Wednesday, August 19th.

BEFORE MR. H. J. GOMPERTZ (ACTING  
PRINCE JUDGE).

## IN CRIMINAL JURISDICTION.

## ALLEGED ATTEMPTED MURDER.

The hearing of the charges against Sheng Tsu Hing for attempt to murder, and attempt to do grievous bodily harm, was concluded. Sir Henry Berkeley for the defence sought to show that the defendant was attacked by the manager of the shop and the accountant, who wished to get rid of him and that he wounded them in self-defence.

The jury after a short absence returned a verdict of guilty on the third count, intent to do grievous bodily harm, and his Lordship sentenced him to five years penal servitude.

## FORGERY.

Cheung Kai, alias Cheung Kam Sing, was indicted on three charges, of forgery, offering and uttering a forged document, and obtaining money on a forged document. The Attorney-General (Hon. Mr. Rees Davies, K.C.), instructed by Mr. Dennis, from the Crown Solicitor's office, appeared to prosecute, prisoner being undefended.

The following jury was empanelled: Messrs T. W. Robertson, W. L. Leask, A. H. Mearns, J. Topping, T. Young, G. H. Saunders, P. A. A. Kunza.

The Attorney-General said this prisoner was at one time employed on the steamer "Minnesota." He was known to the witness Wong Chai Wo, a money changer in Wing Lok Street, and on April 14th he called at prosecutor's shop and said the Tung Kai firm wanted to borrow \$12,000. Prosecutor said he did not know the firm, but if prisoner said the firm was satisfactory he would advance the money. Two days later he went to the Tung Kai and saw a man named Kwok Mo Kwai, whom prisoner said was the firm's comprador.

Negotiations took place, and the prosecutor drew up a promissory note and handed it to the prisoner who signed it and Kwok Mo Kwai chopped it. The money was handed over to prisoner. Subsequently prosecutor went to the shop and asked for Kwok Mo Kwai but was told he was not there. He then demanded payment of his money but was refused. On July 4th he met prisoner in the Central Market and asked him for his money prisoner ran away but was caught and taken into custody. The plea was a forgery and the whereabouts of the alleged comprador could not be traced.

Evidence was called. The principal of the Tung Kai firm, a Frenchman, denied all knowledge of the transaction, and declared he had never before seen the document produced. Prisoner called no witnesses but stated he could not understand why prosecutor should have lent him \$12,000.

The jury returned a verdict of guilty on all three counts and recommended him to leniency as it was probable he was a tool of the other man and probably got little or nothing out of the transaction.

His Lordship passed sentence of four years imprisonment.

## THE FAMOUS PERJURY CASE.

The action heard in November 1905, in the Supreme Court of Hongkong, in which Wong Ka Chuen was sued, was the principal, has been before the House of Lords.

At the end of the trial of the issue as to whether Wong Ka Chuen was a partner in the Lai Hing firm his Lordship, Sir Francis Pigott, committed eight of the witnesses to prison for perjury. These men, merchants in Hong Kong, appealed against this order, but the Full Court confirmed it. Part of the sentence had been reversed. The petitioners now asked for special leave to appeal on the ground that they were not informed of the allegations of perjury made against them, or allowed time for their defence. Lord Robertson said their lordships would humbly advise His Majesty to grant special leave to appeal.

## THE NEW COMMODORE.

The new Commodore at Hongkong, Captain Herbert Lyon, at present in command of H.M.S. "Formidable," was midshipman on the "Cherydis" during the operations in the Ligian and Lukat Rivers, against Malays in the Straits of Malacca in 1874 and holds the Penak medal and clasp. As sub-lieutenant on the "Boschica" he was with the Naval Brigade during the Zulu War, and accompanied the Kewer Relief Column. He was present at the Battle of Gighilova, 2nd April, 1879 and accompanied the Brigade to Port Durford. He holds the Zulu medal. In 1907 he received the Cross of the Order of Naval and Military Merit from the King of Spain.

## TRAGEDY IN A CEMETERY.

Peculiar circumstances surrounded the suicide of the first engineer of the German steamer *Metilde* at Haiphong recently. Leaving a coffee house at night, the engineer hailed a ricksha and journeyed to the European cemetery, and entered the grounds by climbing a wall. Striking his walking stick into the ground, he placed his hat upon it, and, leaning against a wall, blew out his brains with a revolver.

The shot attracted to the spot a policeman who informed the authorities. A medical examination showed that the deceased suffered from an incurable disease.

The funeral was attended by all the German residents at Haiphong, and by the officers from all the steamers in port. The deceased has left a widow in Germany.

## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

July 23.

## THE STATE OF TRADE.

Trade shows little, if any, signs of improvement, and although it may not be quite as bad as people who have been spilt by prosperity during the last two seasons make it out to be, there can be no doubt that the reaction that has followed the boom has been more severe and is lasting longer than ever anticipated. Wool is the only article for which there is some demand and prices of which are firm. Cotton is disappointing. Brilliant crop accounts from the United States, the prospect of early shipments of new cotton and the determination with which spinners everywhere continue to supply only their most pressing wants, have caused near months to decline and make anything like an important advance towards the end of the present season unlikely, although stocks may run down considerably. Of the export and import business and the shipping trade of this port, the usual report of the Hamburg Shipowners' Association for the year ending June 31 gives a most gloomy account. It points out, that owing to the great falling off of the former the demand for freight room has been much reduced, causing rates to drop to a very low level, which is felt all the more severely, as shipowners during the time of unparalleled activity which came to so sudden a stop, had been obliged, in order to meet the requirements of shippers, to add materially to their tonnage. A great number of vessels have, therefore, been laid up in all the ports of Europe for want of employment. Another adverse circumstance has been the high price of coal in which there has been no reduction commensurate with the steady decline in freight. Labour troubles here and in foreign ports have likewise acted unfavourably, by delaying the despatch of vessels and increasing the working expenses. The comments on the North Atlantic carrying trade are a repetition of what the Hamburg America Company said on the subject in their annual report of last January, but read a little more hopeful as the British line have joined the pool, so that they and the Continental and American companies are at present bound to act in concert and it may thus become possible to put rates on a more remunerative basis. Competition on the part of tramp lines at the same time continues very keen.

Business with Australia has also suffered from the crisis, in addition to which the cereal crops having been short, little grain was shipped to Europe, whilst in coal there has been very little doing during the winter months. Increased working expenses have rendered rates to and from the Far East unremunerative, frequent fluctuations in the rate of exchange and a partial failure of the crops in China having adversely influenced the export trade from there. Rates for rice were also unsatisfactory. It would take too long to go into the particulars of the report concerning the trade with other countries.

## SHIPPING SUBSIDIES.

The system of government subsidies, long condemned except as payment for the conveyance of mails, and regret is expressed that States such as Holland, Belgium and Sweden should have lately reintroduced bounties in a shape which must be pronounced unsound. Countries that resort to such means for the furtherance of their shipping interests should remember that Germany will be obliged in self-defence to adopt rigorous countervailing measures.

Sailing vessels have fared no better than steamers, the falling-off in the quantity of goods offered for shipment has led to a steady decline in the rates of freight and this has been most particularly noticeable in those for cereals from Australia and the Northern Pacific, after the brisk demand for freightroom in those parts during the autumn of last year.

Rates for nitrate of soda and coal in the trade with the west coast of South America have ruled very low, but owing to the large quantities of the former article which are now being shipped to Europe, a slight improvement has set in. Complaints are again made of the unsatisfactory conditions and the want of accommodation in many foreign ports notably in those on the coast of South America.

## RIVER NAVIGATION.

The plan of imposing dues on the navigation of inland waterways seems to be gaining in favour with the government; the Hamburg Association again enter a protest against such a measure although the intention may be not to raise a greater amount annually than may be required for the maintenance and improvement of such waterways. They hold, apart from the principle involved, that uniform rates would place the Rhine in a more favourable position than other rivers notably the Elbe, owing to the difference in the extent of traffic, whilst lower dues on the Rhine would benefit Rotterdam and Antwerp to the detriment of Hamburg and the other German ports, whose most formidable rivals they are, being in receipt of State aid. At any rate it would appear to be of paramount importance that the Elbe dues should not exceed those of the Rhine and that before coming to a decision the intended improvements should be clearly defined in order to permit of an approximate estimate being formed of their effect on the rate of freights and of the extent to which reduced rates would tend to compensate the additional cost of carriage arising from the dues.

## CONSULAR FEES.

It is noted with satisfaction that the Imperial Government should have announced its intention of bringing in a bill for the reduction of consular fees in ports abroad.

## SHIPPING REGULATIONS.

The understanding arrived at with Great Britain with regard to a reciprocal recognition of passenger steamers certificates and of the

reboard regulations is warmly welcomed and a hope is expressed that the deadline question may promptly be settled in a like manner.

The remaining items of the report are chiefly, if not exclusively, of local interest.

## LAWS RELATING TO CHEQUES.

The Chamber of Commerce of Berlin (die Abtheilung der Kaufmannschaft) have decided to have a comparative statement prepared of the laws relative to cheques in different countries, to be submitted to the international congress of Chambers of Commerce which will be held in Prague next September. The object is to suggest the expediency of an assimilation of such laws by international legislation.

## THE POPULATION OF GERMANY.

According to the last number of the "Statistische Jahrbücher" the population of Germany at the end of June of the present year was double what it was seventy years ago, being estimated at 63,017,000; at the end of the half year in 1907 and 1906 the numbers were 62,997,000 and 61,177,000 respectively; the annual increase during the past two years has therefore been 920,000. The last census on December 1st, 1905, gave the total population as 60,641,278; the figures were in 1883, 54,406,000, in 1888, 58,168,000, in 1878, 44,129,000, and in 1871, after the foundation of the empire, 40,897,000; so that the number of inhabitants has grown nearly 22 millions or 53 per cent. since that time.

## THE EULENBURG TRIAL.

Owing to the precarious state of health of the Prince, the Eulenburg trial has, at the request of the public prosecutor, Dr. Ischiel, been adjourned *à die*, the accused, however, remaining in custody. Dr. Ischiel in preferring the request said that he wished it to be clearly understood by everybody that he was not doing so from any wish to favour the prisoner, or to accord to him a more benevolent treatment than he would be prepared to grant others of a lower social standing; he had, as was his duty, used every endeavour to collect evidence against him, but the law demanded that a prisoner on his trial should be in full possession of his mental and physical powers so as to be able to follow the proceedings and this, according to medical evidence, the Prince was not. His condition was so critical that sudden excitement or any great exertion might prove fatal; he had not of late been able to attend for more than an hour a day and at that rate the trial might last for months; besides as he could not be moved the court had to hold its sittings in one of the consulting-rooms of the hospital, which ill-suited its dignity. His duty was to evolve the truth and he thought that both the cause of justice and the interests of the accused would be best served by deferring the further hearing of the case until the recovery of the latter. The Prince protested emphatically averring that he felt strong enough to attend to the end and that it was a question of establishing his innocence and of vindicating his honour, his life was of minor importance. The court, however, decided to postpone the trial.

## A PAINFUL IMPRESSION CREATED.

Lord Cromer's speech in the House of Lords on the Old Age Pension Bill, has made a painful impression here. Why do men in responsible positions continue to hold up the bugbear of war? Do they forget the power of suggestion? Must not the man in the street who it appears, is now to rule the country, being ignorant of foreign nations and foreign politics, and by believing what is constantly dinned into his ears? Playing with fire in the midst of combustibles has often been the cause of conflagrations!

## INDIAN OPIUM EXPORTS TO CHINA.

The exports of opium from Bombay to China during the past ten financial years have been very irregular. In the two years 1898 to 1900, about 25 thousand chests were exported, and in 1901 about 24 thousand. Then there occurred a sudden fall to 17½ thousand in 1901. There then occurred a rise to 25 thousand again in 1904, after which the number fell to 18 thousand in 1906-7, rising again to 17 thousand in 1907-8. The increase during 1907-8, appeared to be due to the cheaper prices prevailing, but with a view to restrict gradually the importation of Indian opium into China it has been agreed between the English, Indian and Chinese Governments that the quantity of Indian opium during the calendar year 1908, shall not exceed 15,000 chests. The total revenue in 1907-8 was 93½ lakhs against 33 lakhs in 1906-7.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 19th at 11.55 a.m.—The recent typhoon is now shown as a moderate depression over China to the South of the Yangtze. It is moving Westwards to the S.W. of Kishiang. Pressure has increased over the China coast, Formosa and Japan. It is inclined to give way over the S. Philippines.

The area of high pressure still covers Japan and adjacent seas. Fresh or strong S. to S.E. winds may be expected in the Formosa Channel, and fresh monsoon over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.79 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood. (a) S. to S.E. winds, strong. (b) S. to S.E. winds, strong. South coast of China between Same as No. 1. Hongkong and Lamooka. Same as No. 1. South coast of China between S.W. winds, fresh. Hongkong and Hainan. Same as No. 1. S. to S.E. winds, fresh; squally; thunder showers.

## LATEST STEAMER MOVEMENTS.

The Apoor str. Japan from Calcutta left Singapore on the afternoon of the 18th inst., and may be expected here on or about the 23rd inst. E.M. The H.A.L. str. *Brasilia* left Singapore on the 18th inst. at 3 p.m., and may be expected here on the 24th inst. at daylight. The C.R.P. str. *Empress of Japan* arrived Yokohama at 7.30 a.m. on Wednesday, the 19th inst., and left again at 3 p.m. same day for Kobe where she is due to arrive at 3 p.m. to-day.

## HOME CRICKET.

[FROM A CORRESPONDENT.]

July 16th.

Though rain has interfered with some of the matches played since my last note the percentage of games brought to a definite conclusion is very fair. To begin with the Gentlemen v. Players encounter at the Oval: the Amateurs had their revenge on the Professionals for their defeat at Lords, the verdict on this occasion being 6 wickets. Thanks to some fine bowling by N. A. Knox and H. A. Gilbert, the players were all dismissed for 100, to which the gentlemen responded with 230, C. B. Fry contributing 88 and A. C. MacLaren 77. The players in their second innings made 285 (G. Gunn, 58, Hayward 50), and the Gentlemen had no difficulty in knocking off the requisite 108 for the loss of 4 wickets. Knox and Gilbert had analyses of 8 for 102 and 9 for 155 respectively, while in the Gentlemen's first innings Arnold took 5 wickets for 66. The Philadelphians have played two matches, winning one and losing the other. Against Worcestershire they compiled 138 and 278 (A. M. Wood 132) and got rid of their opponents for 192 (H. K. Foster 65, W. B. Burns 54) and 129. Best bowling for the visitors was done by H. V. Holders, who in the match took 11 wickets for 103. Bird (Worcester) got 6 for 50. Against Hampshire, however, the Americans did badly, losing by an innings and 38 runs. The county scored 463, Howell making the fine score of 180, Capt. White 87, A. J. L. Hill 66 and Llewellyn 50. The visitors made 275 (N. Z. Graves 76, C. G. Morris 74, J. B. King 52) and 182, thus losing as stated. In the match Kennedy, a promising Hants recruit, took 9 wickets for 107.

Before passing to the county tournament, brief reference must be made to the annual Elton and Harrow match. The latter outplayed their rivals in every department, winning by 10 wickets. Yorkshire are still at the head of affairs as regards the championship. Their match with Sussex had to be drawn owing to rain. The Souths made 290 (Cox 51) to which the Tykes replied with 165 (Rhodes 53). Vineett actually took 5 Yorkshire wickets for 12. The White Rose representatives, however, defeated Nottingham by 140 runs. Batting first, they compiled 189, Denton being top scorer with 50. Wilkenson 45. Nottingham were dismissed for 113. Pay (on alone showing any resistance with 54. The Yorkshiremen only made 132 second knock (Denton 36, Wilkenson 26), but Nottingham were utterly unable to make the requisite 208, being, indeed, all out for the ignominious total of 68. Hirst bowled splendidly, his record for the match reading 11 for 83. He was well backed up by Rhodes 7 for 55. Was and Hallam did all the Nottingham bowling, 12 for 165 and 7 for 122 respectively. Surrey's only encounter, against Middlesex, was utterly ruined by rain. The Ovalites scored 251 (Lord Darnley 71, J. N. Crawford 49) and Middlesex, with 7 wickets down, just topped the total by 6 runs, Warner batting excellently for 98, J. H. Hunt 44, W. P. Harrison 40. Tarrant bowled consistently well, taking 8 Surrey wickets at a cost of exactly 150 runs. Somerset, vanquishing the Glamorgans, with 11 wickets and 73. Of their totals of 110 and 118. R-bison alone showed any batting form, scoring 32 and 30. Best of the Kent batsmen, who aggregated 310, were J. R. Mason 112, Humphreys 89, Harding 56, while in the first Somerset innings Fielder took 5 wickets for 51, and in the second Fairbrother had the five figures of 7 for 49. Worcestershire defeated Gloucestershire by 225 runs. The Staceans scored 173 and 331 for 5 (dearled) (Arnold 100 not out, Bowley 66, W. L. Foster 56) to Gloucestershire's 55 and 224 (M. G. Salter 51). Best bowling figures were Arnold 6 for 31 and Dennett 5 for 59.

Lancashire had a very narrow victory over Warwickshire, 2 wickets being the margin. The Midlanders scored 120 to which Lancashire retaliated with only 149, L. O. S. Poolevise saving his side from an insignificant total by notching 80 not out. The Warwickshire second venture realised 152, Kans leaving the County Palatines with 125 required for victory. Had it not been for Whitehead, the Lancashire recruit who showed much nerve while scoring 83 not out, Warwickshire would almost certainly have won, no one except the young professional being able to stand up against Santall's bowling. The Warwickshire trundler got nine wickets for 93 in the match. For Lancashire, however, Huddleston bowled even better, his figures in the two innings panning out at 13 wickets for 112: a fine performance. The meeting between Kent and Lancashire was entirely spoilt by rain at Tonbridge. The home team were only able to compile 76, Dean and Huddleston being almost unplayable, taking 6 for 32 and 4 for 38 respectively. Lancashire's effort was not very much better, the side being dismissed for 130, Hlythe claiming 7 victims for 69. Kent had scored 65 for 3 wickets in the second venture when rain interfered. Hampshire owed their splendid victory over Northamptonshire by 9 wickets entirely to their Captain, E. M. Sprot. Northants batted first and made 203 (L. J. Driffield 51) and Hampshire, after several interruptions (owing to rain) had made 179 for 9 wickets when Sprot declared and put Mad on to bowl. This experiment was attended with the happiest results, Northampton being scattered for 77, the visitors making only 100. Hampshire 84 to get to win, which were knocked out. The loss of one wicket, Sprot scoring a smashing 62 not out. The Hampshire captain also held 55 notches in the course of the match, so it was a personal triumph for him all along. For Northamptonshire Wells bowled best, his 5 wickets costing 56 runs. Sussex overwhelmed poor old Somerset by an innings and 211 runs. With C. B. Fry scoring 119 in his happiest vein and K. Reef with 85 heading a list of

HIGH CLASS OLD CLARETS.  
VINTAGE WINES.

BOTTLED AT THE CHATEAU FIVE YEARS AGO.

CHATEAU MARGAUX PER DOZEN QUART BOTTLES	\$18.00
" PONTET CANET " INT	9.00
" " " " QUART	25.50
" LEOVILLE " PINT	14.25
" MOUTON ROTHSCHILD " QUART	15.00
	42.00

## SOLE AGENTS—

H. PRICE &amp; CO., LTD.

TELEPHONE NO. 135.

WINE, SPIRIT & CIGAR MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

Hongkong, 18th August, 1908.

minor but useful scores, Sussex made 404 and dismissed the Westerners for 94 and 98, the best trundling being shown by Elliot (7 for 35) and Vineett (5 for 56). Warwickshire, who have done indifferently this season, scored a handsome victory at the expense of Northamptonshire by an innings and 53 runs. Th. Midland County's innings yielded 358, Charlesworth being responsible for 105 and Baker 86. Northants only made 161 and 144 (G. A. T. Vials 71 and 24). Field got 5 Northamptonshire wickets for 45 in the first innings. Wells (Northampton) scored 7 for 119. Owing to a blankday on Tuesday, Leicestershire and Essex effected draw. The former, batting first, notched 276 (Knight 87, C. T. B. Wood 48) and, dismissing Essex for 79, forced them to follow on. Fifty-three runs were scored for 2 wickets when the game was abandoned. Shipman (a new Leicestershire trundler) took 4 Essex wickets for 11 runs, an auspicious start in his county career.

To-day Lancashire meet Surrey at the Oval for Hayes' benefit, while another encounter of interest will be that of Kent and Middlesex, at Tonbridge.

## "CENTURIES" SINCE LAST NOTES.

Rowall, Hampshire v. Philadelphians..... 190  
A. M. Wood, Philadelphians v. Worcester..... 182  
J. R. Mason, Kent v. Somersetshire..... 112  
Charlesworth, Warwickshire v. Northamptonshire..... 105  
Arnold, Worcestershire v. Gloucestershire..... 106

\* Signifies not out.

"T. C."

## THE CULTIVATION OF NATIVE OPIUM.

The following extracts which are taken from our correspondence in the N. C. Daily News, form interesting contributions to the discussion of the opium question:—

From CHENGTOU (Szechuen) July 15.—The New Viceroy, Chao Erh sen, took over the reins on June 15. Though no definite action has been outlined, there is throughout the Chengtu plains a feeling that the opium question will have a prominent place in the new administration. The opium bulb north and west of Chengtu, though not less in area, yielded forty to fifty per cent less than last year, but as the prices have advanced at the same rate the loss to growers has not been as great as expected. The rising price, however, may be more effective in the prohibition than the numerous largely empty fields. Both plains and mts in this part of Szechuen promise an unusual crop. Thus, though the local exchanges for 200 to 300 more cash than formerly, prices of foot soil remain about the same.

TEYCHOW (Kansu) July 15.—The year opened in expectation on the part of the Chinese as to what was going to be done by the officials in the way of regulating the opium trade. A proclamation soon made its appearance, stating that the tax on the land, at a slight advance on former years, would be collected (it was remitted in 1907). This did not stop the sowing of seed, perhaps a little less in some parts and decidedly more in other districts.

In the early months of the year there was promise of a splendid gathering of the drug, but continual dry weather in the fourth and fifth months stopped the growth of the plant and this resulted in a very small ingathering. In spite of this the price rules very low, only some fifteen cents an ounce for the raw Jung. The low price is accounted for by the non-appearance of the buyers who, under the old system, came into the province from the neighbouring provinces whilst the Hankow merchants, who bring up foreign cloth, etc., used to go back laden with opium. Now the opium seems to be consumed for the most part locally, as there is no outlet. There is no hindrance to the smoking of the drug and rich and poor go on as of yore.

In the beginning of July a *Tsin-fai* arrived here from Peking to examine into the amount of the land sown. He made what may be called a flying visit, examining the books in the yamuns, and saw passing the records with the fields sown in a few places by way of check. We hear that he was to make a tour of the province and hope it may make for a reduction of the area under cultivation next year.

An official was appointed in 1907 to a new office, *Tai-yuk-chih*, and all opium was ordered to be sold (wholesale) under his eye. He is assisted by a few police and frequently illicit dealers are arrested.

## A SEA MYSTERY.

DISAPPEARANCE OF MISSIONARY FROM STRAITS.

The officers of the steamer "Manila" which arrived at Sydney from Hongkong and German New Guinea, on July 12, had a strange experience to tell of a story of the disappearance of one of the passengers. When the vessel called at Samarai, the captain of the "Manila" was informed that the Rev. G. Mungo and a companion had booked a passage for Sydney. Both were connected with a German mission in the islands, and Mr. Mungo having been in the islands, his vessel had been ordered. This was the last seen of the missionary before the "Manila" arrived at Samarai, and he had been somewhat despondent. Mr. Mungo, two days after leaving Samarai, became violent and was locked up in a hospital, to which frequent visits were paid. On the afternoon of July 7, when the cabin door was opened it was discovered that Mr. Mungo had disappeared. The only possible means of exit was through a porthole, but how a full grown man could squeeze himself through such a small aperture was a mystery. Captain Midsen turned the vessel round and went back over her course, but no sign of the missing man was met with.

SUFFERING WAS  
BEYOND WORDS

Eczema Spread All Over His Body—  
Not a Minute's Comfort in Sixteen  
Months—Constantly Experi-  
mented With Remedies, but Even  
the Doctor's Treatment Failed—  
Writer Pronounces the

CUTICURA REMEDIES  
OF MARVELOUS POWER

"A gentleman, who is a near relative of mine, has suffered terribly with eczema. The trouble started in the form of little white pimples on the hands. These pimples would burst and become sore. The irritation was very great at all times, and sometimes almost unbearable. He tried various remedies from the first, but nothing seemed to do him the least good. Still, he kept persevering with all the things heard of or read of. As his condition gradually became worse under these trials, he decided to go to a doctor. The doctor put him under a treatment, and he persevered with it for some time without the least sign of a permanent cure. He was almost despairing. No sooner had one sore healed than others came. From being only on the hands, the disease spread until his whole body was affected. His wrists, elbows and back were worst, and were really most distressing. The pain he suffered is beyond words. His work necessitates placing his hands in water a great deal, and the water seemed to aggravate the trouble. After the doctor's treatment failed, my relative again resorted to other remedies, with the same disappointing result, and in this way sixteen months dragged by. During this time I can truthfully say that he did not have a minute's comfort. His condition having become so serious, you can imagine how thankful he was when he found that he had the right remedy in Cuticura. Had he started with Cuticura Remedies at first he would have saved untold trouble and expense. He followed the directions carefully, and the improvement was most marked from day to day. He derived great comfort from the very first, and I should say that within six months the disease was perfectly eradicated and his skin is as healthy as it ever was. I pronounce Cuticura Remedies to be of simply marvelous power. Mrs. E. Spang, 1424, Bennett Rd., W. Crofton, Md., London."

SPECIAL P. & O JAPAN TO  
SHANGHAI SERVICE.

Commencing on the 8th October the P. & O. S. N. Co. will run a special service steamer between Japan and Shanghai to connect over fortnightly with their homeward mail line from the latter port. This steamer will be the S. S. *Oriental*, of 5,234 tons and 8,900 H.P., having exceedingly good accommodation for passengers first and second saloon. This innovation will render the Company's present intermediate service of steamers independent of the mail connection at Shanghai, but their departures from Japan will be at regular fortnightly intervals as hitherto. The *Oriental* is now a favourite passenger vessel on the London-Bombay service and should become popular between Japan and Shanghai.

## WOLFF'S SECOND SWIM.

Jabez Wolfe failed once more to swim the Channel last month. The weather was everything that could be desired when he started from Blane Na, and the only difficulty on the way was the shoals of jellyfish, among which he had to pick his way, guided by his friends.

He swam thirty five miles, but when he was six miles off the English coast his leg gave him some trouble, and as the current had turned against him, he gave up the attempt, and finished the journey to Dover by steamer.

## A NEWSPAPER "COMBINE."

The "Nation" contains an article, which is evidently a preliminary one to a study of the Harmsworth journals, giving the list of newspapers which have to be controlled by the same people. The article is a prop of the acquisition by Lord Northcliffe of an interest in the "Times." It shows that the "Times" is one of a very big combine, containing all sorts and conditions of papers, and the proprietors will no doubt be grateful to the "Nation" for making a catalogue of their numerous progeny. The list includes:—

Nine daily or evening newspapers.  
Six weekly newspapers.  
Eight boys' papers, 1d. and 4d. each.  
Six girls' papers, 1d. each.  
Five comic papers for juveniles, 4d. each.  
Six so-called Sunday papers.  
Four monthly magazines.  
Dozens of other papers and magazines.  
Extra publications published periodically, and many others which do not come under any of the above classifications, such as "Answers" and the "Penny Pictorial."

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Foudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be accompanied by the cash or order for the same. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.E.O., 5th St. Lieke's.

P.O. Box, 23. Telephone No. 12.

## NEW ADVERTISEMENTS

## BOORD &amp; SON.

THE Undersigned have been appointed SOLE AGENTS in Hong Kong, China, Philippines and British North Borneo for the above Brand's well-known and popular GIN (CAT BRAND).

CALDBECK MACGREGOR & CO.,  
Wine & Spirit Merchants,  
15, Queen's Road Central,  
Hong Kong, 17th August, 1908. 1202

## IN THE SUPREME COURT OF HONGKONG.

## SUMMARY JURISDICTION.

Action No. 1119 of 1908.

Between KWOK WAI CHO trading as the Yew Kuei Firm, Plaintiff,  
AND  
G. L. PRATT, Defendant.  
F. P. LAMBERT, Solicitor for the Plaintiff.  
Hong Kong, 1203

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 2nd day of September, 1908, has been issued attaching all the property, movable and immovable of the above named defendant within the Colony.

Dated the 5th day of August, 1908.  
O. D. THOMSON,  
Solicitor for the Plaintiff,  
15, Queen's Road Central,  
Hong Kong. 1203

## FOR SHANGHAI, YOKOHAMA AND KOBE.

## THE Steamship

"JAPAN,"  
Captain J. G. Olfert, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

This steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents,  
Hong Kong, 20th August, 1908. 1204

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM ANTWERP, HULL, LONDON AND STRAITS.

## THE Steamship

"GLENLOCHY,"  
having arrived from the above Ports, Consignees Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

(Goods not cleared by the 26th inst., will be subject to rent.)

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW,  
Agents,  
Hong Kong, 19th August, 1908. 1201

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer.

## "MALTA,"

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., to "India."  
From Calcutta, &c., to "Siam."  
From Persian Gulf or B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hong Kong, 19th August, 1908. 1201

## THE STATE FIRE INSURANCE CO., LIMITED.

## A S. &amp; S. Co. Ltd.

## S. &amp; S. Co. Ltd.

## S. &amp; S. Co. Ltd.

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## NOTICES TO CONSIGNEES

FROM EUROPE.

## NOTICE TO CONSIGNEES.

## THE H.A.L. Steamship

## "AMERICA."

Captain Deinet, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office. 1181

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Company's Steamship

## "VORWAERTS."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

This steamer brings Cargo from Venice ex s.s. "Meteorich," transhipped at Trieste.

Trieste ex s.s. "E. Fr. Ferdinand," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon on the 23rd inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 17th August, 1908. 3

## S.S. "AUSTRALIEN."

## COMPAGNIE DES MESSAGERIES MARITIMES

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Douro," and "Medoc" from Havre ex s.s. "Adour," from Bordeaux ex s.s. "F. Leroy Lallie," in connection with above steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after MONDAY, the 24th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th inst., or they will not be recognized. All damaged packages will be examined on Monday, the 24th inst., at 3 P.M. No Fire Insurance has been effected.

P. NALIN, Acting Agent. Hongkong, 17th August, 1908. 2

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "MACDUFF" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 24th Sept., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. Hongkong, 17th August, 1908. 1195

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC" FROM TACOMA, VICTORIA, YOKO, MANILA, KOBE, MOI, AND

Manila having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., Limited, Agents. Hongkong, 18th August, 1908. 8

## NOTICE TO CONSIGNEES

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENJAMIN" FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M. No Fire Insurance has been effected. GIBB, LIVINGSTON & Co., Agents. Hongkong, 18th August, 1908. 1197

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

## THE Steamship

## "GLAMORGANSHIRE."

Captain Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 24th August, at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th August, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 18th August, 1908. 1193

## INSURANCES

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 18th August 1908. 28

## AACHEN AND MUNICH FIRE INSURANCE CO.

## OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. BEUTLER, BROCKELMANN & Co. Agents. Hongkong, 21st April, 1897. 114

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

I. Authorized Capital.....£2,000,000  
Subscribed Capital.....2,750,000  
Paid-up Capital.....687,500 0 0  
II. Fire Funds.....3,035,374 15 7

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & Co., Agents. Hongkong, 21st July, 1907. 1019

## FOR SALE

## CHINA EXPRESS CO.

## 3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost. GOREZ-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS. Hongkong, 5th August, 1908. 1050

## FOR SALE.

LOT No. 52, British Concession, Property of the CANZON CONVENTION HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY. L. ALBERT. Canton, 10th August, 1908. 1170

## FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auctioneers, 33, No. 5, Queen's Road Central. Hongkong, 16th May, 1908. 853

## STORAGE.

## FOR COAL, TIMBER, &amp;c.

NO BELLET, a Portion of MARINE LOT for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. ALSO FOR SALE. Portions of MARINE LOTS Nos. 31 & 33 on "PRINCE EAST" - Approximately AREA 43,000 SQUARE FEET. 999 YEARS' LEASE. For Particulars, apply - GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908. 84

## DRASTIC OPIUM MEASURES.

The Peking correspondent of the N.-O. Daily News writes on August 2nd.—The four Imperial Commissioners in the charge of the prohibition of opium smoking propose to issue certificates descriptive of the status of the holder in regard to the habit. Every Government official will have to apply a certificate and must sign his name opposite to the category in which he finds himself. The classes are five in number:—

(1) Those who have smoked opium at one time, but have now given up the habit.  
(2) Those who have never smoked opium.  
(3) Habitual smokers who undertake to cure themselves within a certain time.  
(4) Habitual smokers who have alleged that they have given up the habit, but have since been found to be still smoking.

(5) Mild smokers, who have hitherto successfully avoided the notice of the authorities. The Presidents of the various Ministries in Peking have been advised to make their subordinates, both civil and military, fill in their names in one or other of the above categories and to return the certificates to the four Ministers.

The latter will then take steps to verify the accuracy of the returns. After inquiries have been made, aliasespot officials will be admitted into the opium examination Bureau and will stay there for seven days under observation. Prince Ching has issued a notice that no one will be employed in any government capacity if he is not in possession of a certificate from the Bureau showing that he is not in the habit of smoking opium.

An illustration of the energy of the opium prohibitions Ministers. Wen Hsi and Tsai Chang, sub-Chancellors of the Grand Secretariat, have been degraded by Imperial Edict for wrongly putting their names down under the second category while they are really habitual opium smokers. The degradation of these two high officials by Edict has created a great stir among opium smoking officials who have hitherto posed as non-smokers. Many have now reported to the four Ministers their willingness to be cured in the Government anti-opium hospitals either by foreign or Chinese methods, while some have signed an undertaking to cure themselves of the habit in their own homes within a period of three months from August 1, and to submit themselves for official examination at the end of October.

In order to enforce the order from top to bottom instead of from bottom to top as usually the case in all affairs in this country, the four Ministers have dispatched official inspectors to the various Provinces to find out whether any of the existing Viceroy, Governors, Tartar Generals, Provincial Treasurers, Judges and Customs and other Officials are in the habit of smoking opium. It is believed that some of the high Provincial authorities are habitual opium smokers and it will be interesting to know whether they will be so summarily degraded and removed from their offices as Wen Hsi and Tsai Chang in case they are discovered by the inspectors.

A dispatch from Peking reports that more than twenty Metropolitan officials of high rank have been denounced to the Throne by Prince Kung, one of the Imperial Commissioners of Opium Prohibition. They are charged with attempting to deceive by signing a declaration that they do not have the opium-smoking habit, while in fact they are habitual opium smokers. The charges are to be investigated by the Opium Investigation Bureau and should they be proved the accused are to be cashiered.

Tsotai M. Y. Chung, Managing Director of the Shanghai-Nanking Railway, has been appointed to represent the Chinese Government at the International Opium Conference to be held in Shanghai in January next.

## THE CHINA SQUADRON.

The English papers to hand have many comments on the improved firing in the Homs and Channal Fleets, as shown in the results of the Annual Gunlayers' tests, which are now in progress. The China Fleet in 1907, headed the list in the firing of heavy Gunlayers' and Light Gunlayers' tests, and from the returns just to hand, says the N.-O. Daily News, the fleet under the command of Vice-Admiral Sir Hedworth Lymbton, K.C.B., promises to retain its proud position.

H.M.S. CADMUS. The squadron is now in the midst of its annual Gunlayers' tests. H. M. S. Cadmus, fired forty-seven rounds on July 30 with her 4-in. guns, and made twenty-eight hits. The average rate of fire was 10.4 rounds with 6.2 hits per gun per minute. The best ship with that class of gun in 1907 fired only 9.8 rounds with 3.5 hits per gun per minute.

THE DESTROYERS. Last week the Torpedo Boat Destroyers carried out their annual firing with the following satisfactory results: (Each destroyer has one twelve-pounder and five six-pounder guns.) H.M.S. Janus: 12 pr. 13 rounds 12 hits. 6 pr. 33 rounds 31 hits.

The best result was obtained by P. Saunders (A.B.) with 21 rounds and 16 hits. Two other (A.B.) made 15 hits.

H.M.S. Hardy: 12 pr. 11 rounds 11 hits. 6 pr. 79 rounds 57 hits.

B. Thomas (A.B.) fired 17 rounds and made 16 hits.

H.M.S. Hart 12 pr. 13 rounds 8 hits. 6 pr. 83 rounds 63 hits.

E. Hales (A.B.) had the best record with 17 rounds and 16 hits.

H.M.S. Virago 12 pr. 13 rounds 13 hits. 6 pr. 75 rounds 44 hits.

The best result was obtained by Kane (A.B.) with 15 hits out of 18 rounds.

H.M.S. Fame 12 pr. 12 rounds 6 hits. 6 pr. 75 rounds 58 hits.

W. Badman (A.B.) made 14 hits out of 18 rounds.

RECORD TARGETS. Beach (A. B.) of H. M. S. King Alfred, fired seventeen rounds with a 3 pr. from a distance of 800 yards at a target 8 ft. by 6 ft. in 55 seconds, scoring 13 hits.

Blayden (A. B.) of H. M. S. King Alfred, fired 16 rounds from a 12 pr. at a range of 1,500 yards in 55 seconds making 14 hits on a target 8 ft. by 6 ft.

The large cruisers, starting with the King Alfred, are expected to carry out their heavy gunlayers' tests between August 18 and 22.

## REPARATION OF CHINESE COOLIES.

In the House of Commons on the 15th ultimo, Mr. MacLennan asked the Under Secretary for the Colonies whether at the opening of the Transvaal Commission the Government proposed referring to the condition of the gold-mining industry, and the effect upon it of the policy of repatriating the Chinese labourer; and whether he had official information of what was said by Lord Selborne on that occasion.

Colonel Seely: "The Government contains the following statement:—The Policy as regards indentured Chinese labourers which was adopted last session has been justified by complete success. Since March, 1907, and up to the end of May last 31,357 labourers had been repatriated, while the number of active labourers coming from all parts of South Africa to the mines has been and continues to be more than sufficient for all requirements."

## EULENBURG TRIAL STOPPED.

## PRINCE'S PASSIONATE PROTEST.

Prince Philip on Eulenburg's trial for perjury, which began before the Criminal Court on June 23 came to a sudden and last month in consequence of the medical authorities' declaration that the fallen favourite of the Kaiser was no longer physically able to take part in the proceedings. On the motion of the Crown Prosecutor supported by the Prince's counsel the court declared the trial indefinitely postponed.

After both prosecuting and defending counsel had recommended the postponement of the proceedings, Prince Philip begged permission to address the court. Making a painful and feeble effort to raise himself from the pillow of his sick bed in the Charité Hospital (where the trial had proceeded for three days) the prince, whose wife sat sobbing by his side, then proceeded to deliver an impassioned protest against the interruption of the trial.

Raising his voice at times to a hoarse scream, and now and then thumping the table at the head of his bed with his clenched fist, he said: "I have no idea how far the rights of an accused man go, but I contradict from a full heart and from firm conviction that which has been said both by the prosecution and the defence. My health is a matter of entire indifference to me. I feel that I have strength enough to continue the trial. I am sorry that the physicians think otherwise."

An innocent man fights for his honour and for his innocence. What is life to him? How can I know whether I will even survive until the further proceedings? I am a sick man, I am a collapse—at this point the prince's eyes filled with tears and he sobbed loudly—and then the grave will close over one on whom the judgment of the law did not fall. For this reason I repeat again that I feel strength within me. I am sorry to cause the court and jury all these hardships, but something within me impels me to say that I must not regard the feelings of anybody. For this reason I oppose a postponement."

If I know that I could appear before you again in good health I would say: "All right, I am sick and suffering, but I will get better and then I will stand firmly before you." But I cannot be sure. With this decision to postpone you pronounce judgment on me, a judgment which bears heavily upon me, because it means uncertainty. I am suffering so much that I hardly think I shall ever be able to rise again. Think of that! Think of what is going on within me! Think of it humbly! That is my wish!

The prince will remain indefinitely in hospital unless he improves sufficiently to permit of his transfer to goal. The court declared that, while his condition removed any danger of flight, it was necessary to keep him in custody because of the possibility of collusion with a view of defeating the ends of justice.

## INDIAN ITEMS.

The Secretary of State has forwarded to the Government of India papers from the Carlon Government notifying that the latter declines to repeal the import duty on Indian Tea.

An important engineering work, which vastly enlarges the capacity of Bombay as a naval station has just been completed after three years of steady labour. This is the new breakwater in connection with the Royal Indian Marine Dockyard.

Owing to the steady growth of petty thefts of goods at the Calcutta docks and wharves, which last year resulted in a loss to the value of several lakhs of rupees, steps are being taken to bring the Calcutta Police Act in this respect into line with the rules obtaining in Bombay, Rangoon and Howrah, which throw the onus of proof not on the police or accuser but on the suspected thief or the receiver.

News from Leh stated that a caravan has arrived there from Lhasa which brings a letter which was recently written by a servant of Dr. Sven Hedin in which it is stated that the explorer is in good health, and that his caravan was in good order, Dr. Sven Hedin's exact whereabouts at the moment are unknown, but this communication disposes of the idea that he was lost.

The Health Department of Calcutta planned a campaign on a large scale against muggito, the pest in the city and suburbs. This will begin when experiments are made at tanks at Belvedere and Alipore with locusts, proved most successful. It is hoped that this water will show comparative freedom from the usual mosquito germs and that this will be followed by a corresponding improvement in the fever record.

The Government of India have now sold altogether some six millions of sterling bills. Continuous heavy imports of silver and other metals are being paid for and this has depressed exchange, but improved prospects of crops, due to the good monsoon and big sterling losses for railway should, the "Pioneer" thinks, soon send the demand for money in the opposite direction. One point has been made clear and that is that India, despite the famine, is evidently well enough off to be able to buy silver in enormous quantities when it is cheap.

## TRIUMPH OF SCIENCE.

An authoritative announcement was made in the Times last month that helium has been liquefied by Professor Onnes. The announcement has caused the greatest interest among scientists.

Helium is a rare gas, which was first obtained by Sir William Ramsay from a mineral called cleveite in 1895, though its existence had been detected twenty-seven years previously in the sun's luminous atmosphere during an eclipse. It is extremely light and constitutes about a millionth part of the atmosphere of the earth.

Helium was the only gas known to resist liquefaction, and it has only been reduced to the liquid state by applying the intense cold near the "absolute zero" of the thermometer, coupled with very great pressure. In cooling the gas, to this enormous extent helium is itself used, and it was only by having a comparatively large amount of it at his disposal that Professor Onnes accomplished the liquefaction.

Although the liquefaction of helium may for the moment be "merely a curiosity," as Sir William Ramsay stated when the announcement was first made, it may yet have important results in the near future. It has just been discovered that appreciable quantities of helium are to be found in such crystalline rocks as granite.

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## SHIPPING.

## ARRIVALS.

CHOISING, German str., 1,021, Boeking, 19th August—Bangkok 12th August, Rice—Butterfield & Swire.

ECOTRAN, British 4-masted bark, 2,963, James White, 18th Aug.—New York 28th April, Case Oil—Standard Oil Co.

GLADSTON, British str., 2,977, Stallard, 19th August—London 3rd July, and Singapore 18th August, General—McGregor Bros. & Co.

HAIKUN, British str., 636, A. J. Robson, 19th Aug.—Fochow Aug. 16th, Amoy 17th and Swatow 18th, General—Douglas, Lapraik & Co.

KOREA, American str., 5,651, Andrew Dixon, 18th August—San Francisco 23rd July and Shanghai 16th August, Mails and General—Pacific Mail Steamship Co.

MALTA, British str., 3,500, H. Powell, 19th August—Bombay 4th August, Mails and General—P. & O. S. N. Co.

MATILDE, German str., 831, A. P. Ulders, 19th August—Haiphong August 13th and Hoihow 18th, General—Jensen & Co.

SEKTA, German str., 1,5th August—Canton, SIAM, British str., 19th August—Canton.

SWANER, British str., 2,903, W. E. Steele, 19th August—Ching-wa-tao 19th August—Gibb, Livingston & Co.

TAISHAN, British str., 1,121, Laing, 19th Aug.—Saigon 15th Aug., General—Bradley & Co.

## CLEARANCES.

At the Harbour Master's Office, 19th August.

Cyclops, British str., for Singapore.

Glenloch, British str., for Shanghai.

Malta, British str., for Shanghai.

Pelchabert, German str., for Swatow.

## DEPARTURES.

19th August.

BENLAWES, British str., for Nagasaki.

BUNJUN MARU, Japanese str., for Swatow.

CHAMORANGHIE, British str., for Shanghai.

HAIKUN, French str., for Hoihow.

HELEN, German str., for Swatow.

HONGKONG, French str., for Haiphong.

KAWAGUCHI MARU, Japanese str., for Singapore.

KIANGKING, Chinese str., for Chinkiang.

MEKAP, Dutch str., for Singapore.

SHANGHAI, British str., for Shanghai.

SHANTUNG, German str., for Bangkok.

SHOSHU MARU, Japanese str., for Swatow.

SIMONIAN, Dutch str., for Saigon.

TAMING, British str., for Manila.

TILLWONG, Dutch str., for Samarang.

YORWARRIE, Austrian str., for Shanghai.

## SHIPPING REPORTS.

The British 4-masted bark Elysse reports: Fine weather throughout with light S. to S.W. winds in China Sea.

The British str. Haihun reports: Light to moderate winds, dull threatening weather, high S.W. swell.

The American str. Korea reports: On the 17th inst. from Singapore to Tung Yung, experienced strong easterly gale with terrific squalls and high seas, thence to port moderate winds to fair with heavy rains on morning of 19th inst.

## VESSELS IN DOCK.

August 19th.

AMSTERDAM DOCKS.—Hoihow, Spir.

DOCKLAND DOCKS.—Soyoung, Laisang, Anora, H.M.S. Whiting, Jalapala, H.M.S. Robin, Barra, U.S.S. Adair, Tak Hing, Lamington.

COSMOPOLITAN DOCKS.—Pochonias, Aphrodite.

## VESSELS ON THE BERTH.

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(With Liberty to Call at the Malabar Coast.)

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"ALBENGA,"  
Captain Lorenzen, will be despatched for the above Port TO-DAY the 20th August.

For Freight, apply to  
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Hongkong, 4th August, 1908. 1114.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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Hongkong, 30th July, 1908. 1158.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN,"  
Captain Robinson, will be despatched for the above Ports TO-MORROW, the 21st inst., at 9 a.m.

A reduction of 20 per cent. on First Class Fares to Fochow will be made during the Months of August & September.

For Freight or Passage, apply to  
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Hongkong, 13th August, 1908. 1196.

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Capt. G. C. Cuddy, R.N.R., will be despatched for the above Ports on SATURDAY, the 29th August, 1908.

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Hongkong, 12th August, 1908. 1093.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DEBTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cuddy, R.N.R.	SHEWAN, TOMES & Co.	On 29th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregory, R.N.R.	P. & O. S. N. Co.	On 30th inst.
LONDON, HAVRE & ANTWERP	GLENROCK	Brit. str.	—	T. Darke	McGREGOR BROS. & CO.	About 26th inst.
DUNKIRK, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE, DUNKIRK & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	About Middle of Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k.w.	Denat	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwimmer	HAMBURG-AMERIKA LINIE	On 20th September.
MARSEILLES &c. via PORTS OF CALL.	SILBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YARBA	Fr. str.	—	Seller	HAMBURG-AMERIKA LINIE	On 1st Sept., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
MARSEILLES, HAVRE & COPENHAGEN	SANUKI MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th Sept., D'light
MARSEILLES, ANTWERP & HAMBURG, &c.	CATHAY	Jap. str.	—	Peter	MELCHERS & Co.	Middle of September.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	SLAVONIA	Ger. str.	k.w.	O. Pahnke	MELCHERS & Co.	On 11th September.
COPENHAGEN & ST. PETERSBURG	P. R. LUITFOLD	Rus. str.	—	Radonich	MELCHERS & Co.	On 26th inst., at Noon.
NEW YORK &c. via SINGAPORE, &c.	SOPERNIK	Rus. str.	—	Lorenzen	SANDER, WIELER & Co.	About 22nd inst., 7 a.m.
BOSTON & NEW YORK	SILESIA	Aus. str.	—	—	—	On 19th September.
BOSTON & NEW YORK	INDRAMAYO	Am. str.	—	—	—	To-day.
VANCOUVER via SHANGHAI JAPAN, &c.	ALBENGA	Ger. str.	—	—	—	On 5th Sept., at 4 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	1 m.	—	—	On 11th Sept., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	LENNOX	Brit. str.	2 m.	—	—	On 22nd inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	YTO MARU	Am. str.	—	—	—	On 1st Sept., at 4 p.m.
AUSTRALIAN PORTS via PORT DARWIN	KAGA MARU	Jap. str.	—	—	—	On 14th Sept., at 4 p.m.
AUSTRALIAN PORTS via MANILA	EASTERN	Jap. str.	1 m.	—	—	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	—	—	On 2nd Sept., at 4 p.m.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	—	—	On 4th Sept., at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	—	—	On 10th Sept., at 5 p.m.
VIADIVOSTOCK	NIKKO MARU	Jap. str.	—	—	—	On 2nd Oct., at Noon.
Kobe and YOKOHAMA	LITANIA	Rus. str.	—	—	—	End of August.
NAGASAKI, Kobe & YOKOHAMA	INABA MARU	Jap. str.	—	—	—	To-morrow.
MOJI & KOBE	NIKKO MARU	Jap. str.	—	—	—	On 2nd Sept., at Noon.
JAPAN	TAKAKARI MARU	Jap. str.	—	—	—	On 26th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	QUESSANT	Dut. str.	—	—	—	Quick despatch.
TIENSIN via SWATOW, WEIHAIWEI & CHEFOO	CHIEPHING	Fr. str.	—	—	—	On 27th inst.
TIENSIN	RUSCHOW	Brit. str.	—	—	—	To-morrow, at Noon.
SHANGHAI, Kobe & YOKOHAMA	ERNST SIMONS	Fr. str.	—	—	—	On 28th inst., at 4 p.m.
SHANGHAI via SWATOW	KWONGSANG	Brit. str.	—	—	—	On 31st inst., at p.m.
SHANGHAI, Kobe & YOKOHAMA	MAIWA	Brit. str.	—	—	—	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	CATHAY	Dut. str.	—	—	—	To-day.
SHANGHAI, YOKOHAMA & KOBE	P. E. FRIEDRICH	Ger. str.	—	—	—	Middle of August.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	—	—	About 26th inst.
SHANGHAI, MOJI, Kobe & YOKOHAMA	JAPAN	Brit. str.	—	—	—	On 27th inst.
SHANGHAI, YOKOHAMA & KOBE	SILBIA	Ger. str.	—	—	—	On 28th inst., at Noon.
SHANGHAI, YOKOHAMA, Kobe & MOJI	NAMSAO	Ger. str.	—	—	—	About 28th inst.
SHANGHAI & CHINKIANG	FOCHOW	Brit. str.	1 m.	—	—	On 10th September.
SHANGHAI via SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	1 m.	—	—	On 15th Sept., at Noon.
NINGPO & SHANGHAI	YOHOW	Brit. str.	—	—	—	On 14th inst., at 4 p.m.
SHANGHAI	YIMAHAI	Dut. str.	—	—	—	To-day, at 10 a.m.
SWATOW, AMOY & FOCHOW	JOSHIN MARU	Jap. str.	1 m.	—	—	To-morrow, at 4 p.m.
SWATOW, AMOY & FOCHOW	HAIKUN	Jap. str.	1 m.	—	—	Quick despatch.
HOIHOW & HAIPHONG	CHIRLI	Brit. str.	—	—	—	On 23rd inst., at 9 a.m.
MANILA	YUENSANG	Brit. str.	—	—	—	To-morrow, at 2 p.m.
MANILA	TAIPEI	Brit. str.	1 m.	—	—	On 23rd inst., at 8 a.m.
SHANGHAI	TAIPEI	Brit. str.	—	—	—	To-morrow, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	—	—	On 22nd inst., at 4 p.m.
KUDAT & SANDAKAN	RUBI	Brit. str.	—	—	—	On 25th inst., at 4 p.m.
BOMBAY via SINGAPORE & COLOMBO	BOBNO	Brit. str.	—	—	—	On 23rd inst., at 4 p.m.
SINGAPORE, CALCUTTA & COLOMBO	KAGOSHIMA MARU	Rus. str.	—	—	—	On 29th inst., at Noon.
SINGAPORE, CALCUTTA & COLOMBO	ACONIA	Rus. str.	—	—	—	Beginning of September.
BATAVIA, CHERIBON, SAMARANG, &c.	KUMSANG	Brit. str.	—	—	—	On 23rd inst.
	TILATAP	Dut. str.	—	—	—	On 22nd inst., at Noon.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific to the "EMPIRE LINE" (Faring 5 to 10 days' Ocean Travel), 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS	(Subject to Alteration)	ARRIVE VANCOUVER
"EMPIRE OF JAPAN"	6,000	Leave HONGKONG, 21st Sept.	26th Sept.
"LENNOX"	8,700	Leave HONGKONG, 28th Sept.	3rd Oct.
"EMPIRE OF CHINA"	6,000	Leave HONGKONG, 5th Oct.	10th Oct.
"MONTAGUE"	6,163	Leave HONGKONG, 12th Oct.	17th Oct.
"EMPIRE OF INDIA"	6,000	Leave HONGKONG, 19th Oct.	24th Oct.
"EMPIRE OF JAPAN"	6,000	Leave HONGKONG, 26th Oct.	31st Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

S.S. "MONTAGUE" and "LENNOX" will depart from HONGKONG at 4 p.m.

THE "EMPIRE" Line, to call at the UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, and YOKOHAMA, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW PALATIAL "EMPIRE" Steamships.

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via the Canadian Atlantic-Ports or via New York 17/10 Intermediate (on Steamers) "240," "242."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passenger Elected through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy and Military, Diplomatic, and Civil Services, and to European Officials in the Service of China.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prince, opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL

FOR

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, SINGAPORE, SYDNEY, MELBOURNE.

KUDAT & SANDAKAN.

FOR FURTHER PARTICULARS, APPLY TO

NORDDEUTSCHER LLOYD MELOCHERS & CO. GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th August, 1908.

## NORTHERN PACIFIC RAILWAY LINE.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE, YOKOHAMA, SHIMIDZU, AND YOKOHAMA.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 19th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR

SHANGHAI, KOBE & YOKOHAMA.

MARSEILLES VIA PORTS.

SHANGHAI.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from 427 10s. up to 271 10s. 20-horse Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, QUEEN'S BUILDING.

Hongkong, 19th August, 1908.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"  
Captain B. W. H. Snow, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay &c. on SATURDAY, the 22nd August at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Calcutta," due in London on the 4th October, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT, Acting Superintendent, Hongkong, 11th August, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

PIUMI AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

Taking Cargo at through Rates to the BRITISH, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADEIATIC PORTS.

THE Company's Steamship

"SILESIA,"  
Capt. Radonich, will be despatched as above on or about SATURDAY, the 22nd August, p.m.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 1st August, 1908.

"GLEN" LINE OF STEAMERS.



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA.	Capt. R. A. Poter	On 20th Aug.	Freight and Passage.
LONDON via USUAL PORTS DELTA.	Capt. B. W. H. Snow	Noon, 22nd Aug.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO Port.	Capt. D. C. Gregor, R.N.S.	About 26th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKRE and YOKOHAMA.	Capt. G. Philipps	About 28th Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 15th August, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"YOHOW"	On 21st Aug., 4 P.M.
HONGKONG AND HAIPHONG	"CHIHI"	On 23rd Aug., 8 A.M.
SHANGHAI AND CHINKIANG	"FOOCHOW"	On 24th Aug., 4 P.M.
MANILA	"TEAN"	On 25th Aug., 4 P.M.
TIENSIN	"KUEICHOW"	On 28th Aug., 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
HONGKONG, 20th August, 1908.

BUTTERFIELD & SWIRE,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSANG"	Friday, 21st Aug., Noon.
TIENSIN via SWATOW	"CHIHSING"	Friday, 21st Aug., Noon.
WEIHAIWEI & CHEFOO	"YUENSANG"	Friday, 21st Aug., 4 P.M.
MANILA	"KUMSANG"	Saturday, 22nd Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 28th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, AND MOJI	"NAMSANG"	Tuesday, 15th Sept., Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—  
HONGKONG, 20th August, 1908.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and all Pacific Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRASILIA ... 27th August	FOR HAVRE, DUNKERK & HAMBURG: S.S. SILVIA ... 23rd Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILEZIA ... 10th September	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September	FOR DUNKERK, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SILEZIA ... 18th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.OSAKA SHOSEN KAISHA  
REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"BUJUN MARU"	THURSDAY, 20th Aug., at 10 A.M.
AMOY & FOCHOW	Capt. M. Nemoto	Aug., at 10 A.M.
TAMUL via SWATOW	"JOSHIN MARU"	FRIDAY, 22nd Aug., at 9 A.M.
AMOY	Capt. H. S. Smith	Aug., at 9 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 20th August, 1908.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SANUKI MARU Capt. S. J. G. Parson, Tons 6112	WEDNESDAY, 2nd Sept., at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.	AWA MARU Capt. A. Keith, Tons 6309	WEDNESDAY, 16th Sept., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	IYO MARU Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
KOBE and YOKOHAMA.	KAGA MARU Capt. G. S. Lippert, Tons 6301	TUESDAY, 15th Sept., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO.	YAWATA MARU Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept., at Noon
MOJI and KOBE.	NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA.	INABA MARU Capt. Wm. Bainbridge, Tons 6189	FRIDAY, 21st August, at Noon
	KAGESHIMA MARU Capt. T. Arakawa, Tons 4687	SATURDAY, 22nd August, at Noon
	TAKASAKI MARU Capt. A. Mooker, Tons 4746	WEDNESDAY, 26th August, at Noon
	NIKKO MARU Capt. T. Harrison, Tons 5559	WEDNESDAY, 2nd Sept., at Noon

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER.EAST ASIATIC CO., LD.,  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.  
SWEDISH EAST ASIATIC CO., LD.,  
GOTENBURG.PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	DATE OF SAILING.
COPENHAGEN & ST. PETERSBURG	"SOPERNIK"	On 20th August.
SINGAPORE, CALCUTTA & COLOMBO	"ARCONIA"	On 28th August.
VLADIVOSTOK	"LITUANIA"	End of August.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to—  
HONGKONG, 20th August, 1908.

MELOERS & CO.,  
AGENTS.CHARGEURS REUNIS  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days.

Genoa to Hongkong in 29 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe via Vancouver.

YOKOHAMA to VANCOUVER 13 DAYS.

YOKOHAMA to LONDON and PARIS 25 DAYS.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

OUESSENT ... 27th Aug.	CEYLAN ... 26th Nov.
AMIRAL OLY ... 12th Oct.	CORSE ... 11th Jan. 09

—New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 10th August, 1908.

HONGKONG-NEW YORK  
AND BOSTON.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS  
AND SUEZ CANAL

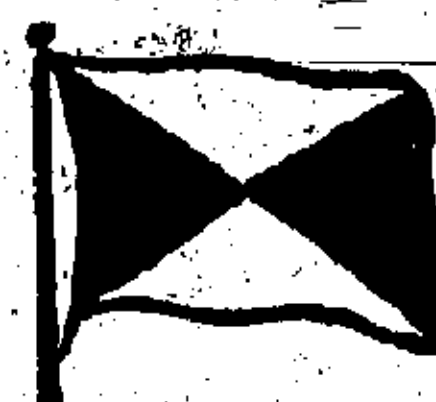
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 15th August, 1908.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd Aug. Noon.
RUBI	2540	R. W. Almond	Manila	On 29th Aug. Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 15th August, 1908.

THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

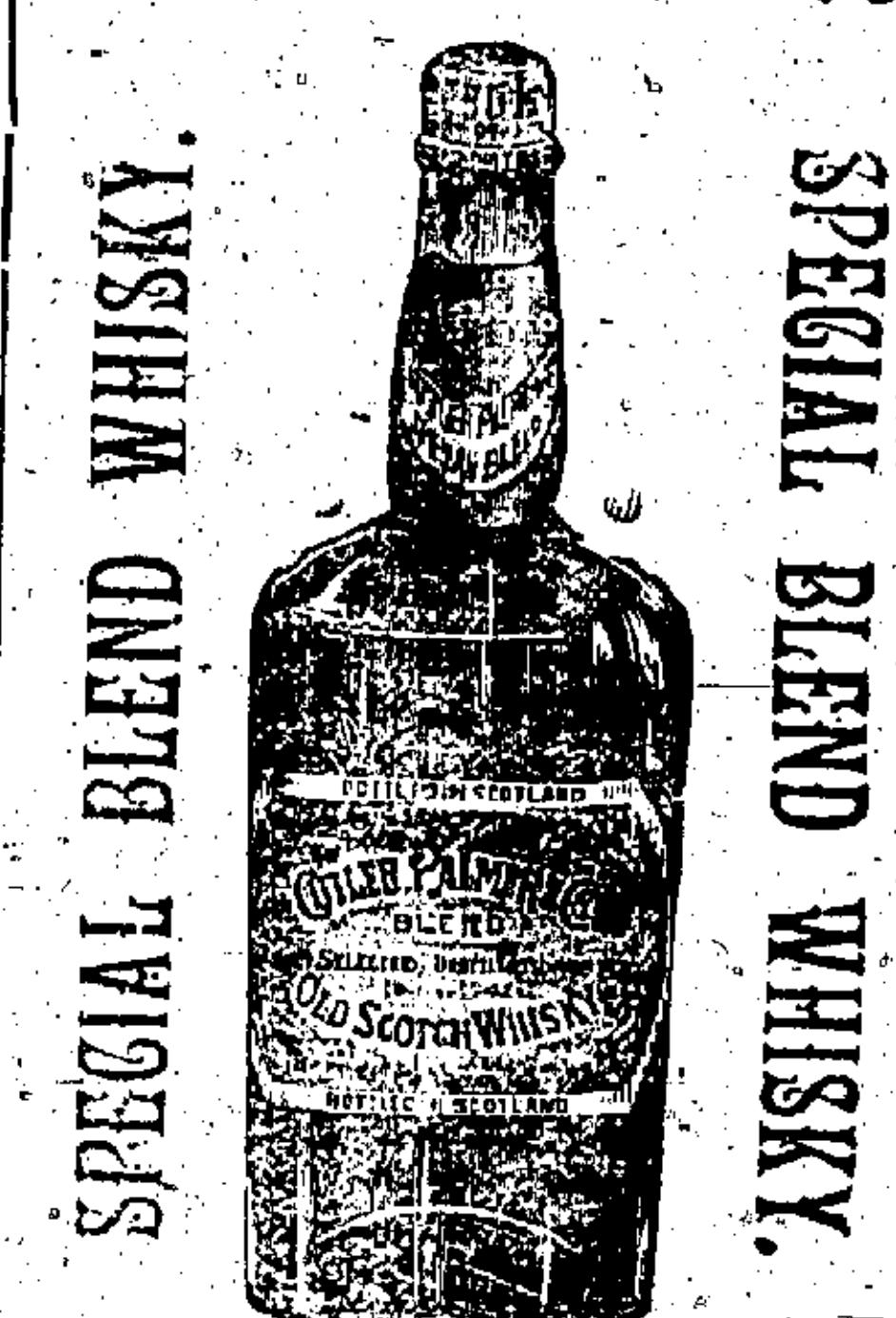
Head Office for the Far East:—  
16, DES VUEX ROAD,  
HONGKONG.

Japan Office:  
14, WATER STREET,  
YOKOHAMA.

## SHIPPING IN PORT.

STEAMERS.	ARRIVAL.
ALBENGA, German str., 2,735, Lorient, 13th Aug.	Shanghai 12th August, Tea, Wood Oil and Wool—Carlows & Co.
AMARA, British str., 1,526, Matlock, 19th July	Hongkong 16th July, Coal—Jardine, Matheson & Co.
APHRODITE, British str., 2,325, J. H. Smith, 13th July	Maracaon 21st July, Coal—Dodwell & Co.
BABBA, British str., 2,404, Whyte, 24th July	New York 7th May, and Darban 23rd June, Case Oil—Standard Oil Co.
CHATHAM, British str., 2,816, A. J. Duff, 5th Aug.	Callao 24th June, Chinese.
CHIPSINGO, British str., 1,199, F. Mooney, 15th Aug.	Tientsin August 9th, Chafco 10th and Weihaiwei 11th, General—Jardine, Matheson & Co.
CLAYBURN, British str., 2,518, W. H. Sedon, 17th Aug.	from Cardiff, Coals—Dodwell & Co.
COURTFIELD, British str., 4,897, John Wiseman, 25th May	Moji 20th May, Coal—Mitsui Bussan Kaisha.
CYCLOPS, British str., 5,747, H. C. Harris, 14th Aug.	Kobe 9th August, General—Butterfield & Swire.
DEWEY, British str., 1,692, J. Jenkins, 9th Aug.	Saigon, 5th Aug., Rice and General—Chirac.
DEWANGONG, German str., 1,057, F. Rahwald, 16th Aug.	Bangkok 9th August, Coal—Butterfield & Swire.
EASTERN, British str., 2,272, W. G. McArthur, 17th Aug.	Kobe 12th August, General—Gibb, Livingston & Co.
FOOCHOW, British str., 1,227, E. French, 11th Aug.	Shanghai 8th August, General—Butterfield & Swire.
FOOSHING, British str., 1,235, E. Woolley, 17th Aug.	Wulu and Chinkiang 11th Aug. Rice—Jardine, Matheson & Co.
FRETEROS, Norwegian str., 891, O. Andersen, 8th Aug.	Saigon 4th Aug., Rice—Aagaard, Thorsen & Co.
GERMANIA, German str., 1,713, C. Jurgenson, 17th Aug.	Singapore 11th August, General—Jensen & Co.
HAILING, British str., 1,266, W. C. Passmore, 13th Aug.	Kobe 9th Aug., Arroy 10th, Swatow 11th, General—Douglas, Lippert & Co.
HALDES, Norwegian str., 1,065, G. Solberg, 2nd Aug.	Saigon 29th July, General—Aagaard, Thorsen & Co.
HINSANG, British str., 1,535, A. G. Smith, 15th Aug.	Hongkong 13th August, Coal—Jardine, Matheson & Co.
HOLSTEN, German str., 1,300, Niejahr, 17th Aug.	Haiphong and Hailow 16th August, Coal—Jensen & Co.
INVERAN, British str., 2,853, Marshall, 30th July	New Castle 11th July, Coal—Arnhold, Karberg & Co.
KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July	Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.
KUMERIC, British str., 4,066, T. S. Cowley, 17th Aug.	Taoma via Ports 2nd July, General—Dodwell & Co.
KUMSANG, British str., 2,077, E. J. Duller, 17th Aug.	Calcutta and Singapore 11th Aug., General—Jardine, Matheson & Co.
KWANGLEE, Chinese str., 1,468, Lincoln, 17th Aug.	Shanghai 14th August, General—Chinese.
KWONGSING, British str., 1,428, W. Palmer-Baker, 16th Aug.	Shanghai Aug. 14th and Swatow 15th, General—Jardine, Matheson & Co.
LAISANG, British str., 2,224, E. J. Tidd, 20th July	Calcutta July 5th, and Singapore 15th, General—Jardine, Matheson & Co.
MACDUFF, British str., 1,225, G. H. Burch, 17th Aug.	London and Singapore 11th August, General—Dodwell & Co.
MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July	Borneo 25th July, Coal—Wallom & Co.
MATHILDA KORNER, German str., 1,846, Dillier, 12th Aug.	Moji 7th August, Coal—Jensen & Co.
NEBITE, Dutch str., 1,453, Westers, 25th July	Port Bakom July 21st, and Saigon 24th, Korosine Oil—Asiatic Petroleum Co.
ONSANG, British str., 1,787, F. Wheeler, 14th Aug.	Moji 8th August, Coal—Jardine, Matheson & Co.
PARLAT, German str., 1,018, J. Wenzel, 16th Aug.	Swatow 17th August, General—Butterfield & Swire.
PALMA, British str., 4,913, G. W. Cockman, 12th Aug.	London and Singapore 7th August, General—P. & O. S. N. Co.
PETCHABURI, German str., 2,190, C. Wolff, 10th Aug.	Bangkok Aug. 2nd, and Swatow 8th, Rice, Meal and Wood—Butterfield & Swire.
PERANANG, German str., 1,021, Fr. v. Mangoldt, 11th Aug.	Bangkok 4th August, Rice, Meal and Salt—Butterfield & Swire.
PROTEUS, Norwegian str., 1,024, C. Möller, 3rd Aug.	Saigon 20th July, Rice—Aagaard, Thorsen & Co.
QUARTA, German str., 1,852, H. Madsen, 15th Aug.	Pulo Pakum 9th Aug., Old Iron Tanks—Sandor, Wieler & Co.
RAJNAR, Norwegian str., 1,200, Augensen, 17th Aug.	Rajang 10th August, Timber—Wallom & Co.
SEXTA, German str., 1,642, Desler, 12th Aug.	Wakamatsu 5th August, Coal—Stemson & Co.
SPIN, Norwegian str., 970, Hops, 18th Aug.	Swatow 17th August, General—Aagaard, Thorsen & Co.
SPRATHENDRICK, British str., 2,843, J. R. Stewart, 7th Aug.	New York via Durban 28th May, Case Oil and General—Dodwell & Co.
TAIHUNG, Chinese str., 1,216, Klapfer, 12th Aug.	Shanghai Aug. 12th and Amoy 15th, General—Chinese.
TELEGRAPH, British str., 4,802, J. H. Goodwin, 29th July	Singapore 29th July, General—Butterfield & Swire.
TEINTAL, German str., 1,002, Koch, 12th Aug.	Bangkok 6th August, Rice—Butterfield & Swire.
YATSHING, British str., 1,424, M. Coffinney, 1st Aug.	Chinkiang 27th July, General—Jardine, Matheson & Co.
YOHOW, British str., 1,205, Brown, 16th Aug.	Shanghai 11th August, General—Butterfield & Swire.
YUENSANG, British str., 1,128, P. H. Rolfe, 17th Aug.	Manila 14th August, General—Jardine, Matheson & Co.

## Cutler, Palmer &amp; Co.'s

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.,  
HONGKONG.BETTER THAN COPAIBA!  
MATICO  
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